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§ 154.24 Foreign flag vessel: IMO Certificate.

(a) An IMO Certificate issued under the IMO Resolution A.328(IX),''Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, 1975'' is usually sufficient evidence of compliance with this part for the Coast Guard to endorse a foreign flag vessel's Certificate of Compliance with the name of each cargo in Table 4 (follows § 154.1872) that is listed on the IMO Certificate, if the information listed in item 3 of the IMO Certificate shows that—

(1) The design ambient temperatures meet § 154.174 and § 154.176;

(2) The cargo tank design stress factors and resulting MARVS of independent tanks type B or C meet § 154.447 or § 154.450; and

(3) The cargo tank MARVS of a type IIPG ship meets § 172.175(c) of this chapter.

(b) If a foreign flag existing gas vessel meets § 154.12 (b), (c), or (d), the vessel's IMO Certificate issued under the IMO ''Code for Existing Ships Carrying Liquefied Gases in Bulk, 1975'' is usually sufficient evidence of compliance with the requirements of § 154.12(e) for the Coast Guard to endorse the Certificate of Compliance with the name of each cargo in Table 4 (follows § 154.1872) that is listed on the IMO Certificate; however if a foreign flag existing gas vessel does not meet § 154.12 (b), (c), or (d), an IMO Certificate issued under the IMO ''Code for Existing Ships Carrying Liquefied Gases in Bulk, 1975'' is not acceptable evidence of compliance with the requirements of this part for the endorsement of a Certificate of Compliance.

§ 154.30 Liquefied gases not included in Table 4.

(a) A liquefied gas not appearing in Table 4 (follows § 154.1872) must be specially approved by the Commandant (G–MSO) to be carried in bulk in U.S. waters.

(b) A person who desires to ship a liquefied gas in bulk that is not listed in Table 4 must submit to the Commandant (G–MSO) a completed form CG–4355. This form may be obtained from the Commandant (G–MSO) or any Officer in Charge, Marine Inspection (OCMI).

(c) The Commandant (G–MSO) notifies the submitter by letter whether or not the liquefied gas is specially approved for carriage in bulk in U.S. waters and the minimum requirements for that carriage. If the liquefied gas is not specially approved, the reasons why the special approval is not granted are included.

§ 154.32 Equivalents.

(a) A vessel that fails to meet the standards in this part for an endorsement on a Certificate of Inspection or a Certificate of Compliance may meet an alternate standard if the Commandant (G–MSO) finds that the alternate standard provides an equivalent or greater level of protection for the purpose of safety.

(b) The Commandant (G–MSO) considers issuance of a finding of equivalence to the standard required by this part if the person requesting the finding submits a written application to the Commandant (G–MSO) that includes—

(1) A detailed explanation of the vessel's characteristics that do not meet the requirements in this part; and

(2) An explanation of how each substituted standard would enable the vessel to meet a level of safety that would be equivalent to or greater than the standard in this part.

(c) Operational methods or procedures may not be substituted for a particular fitting, material, appliance, apparatus, item, or type of equipment required in this part.

§ 154.34 Special approval: Requests.

Each request for special approval must be in writing and submitted to the Commandant (G–MSO), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593–0001.

§ 154.36 Correspondence and vessel information: Submission.

Correspondence to the Coast Guard and all vessel information submitted to the Coast Guard must be in English, except—

(a) IMO Certificates may be in French; and

(b) SOLAS Certificates may be in the official language of the flag administration.

§ 154.40 Right of appeal.

Any person directly affected by a decision or action taken under this part, by or on behalf of the Coast Guard, may appeal therefrom in accordance with subpart 1.03 of this chapter.

[CGD 88–033, 54 FR 50381, Dec. 6, 1989]

Subpart B—Inspections and Tests

EXAMINATION REQUIREMENTS FOR FOREIGN FLAG VESSELS

§ 154.150 Examination required for a Certificate of Compliance.

Before a vessel receives an initial or reissued Certificate of Compliance endorsed with the name of a cargo from Table 4 of this part, the vessel must call at a United States port for an examination, during which the Officer in Charge, Marine Inspection, determines whether or not the vessel meets the requirements of this chapter.

[CGD 81–052, 50 FR 8734, Mar. 5, 1985]

§ 154.151 Procedures for having the Coast Guard examine a vessel for a Certificate of Compliance.

To have the Coast Guard examine the vessel for a Certificate of Compliance, as required in § 154.150, the owner of a foreign flag vessel must proceed as follows:

(a) After submitting an application under § 154.22, await notification by the Commanding Officer, Marine Safety Center that review of the vessel's plans or IMO Certificate and supporting documents is complete.

(b) Except when paragraph (c) of this section applies,

(1) After receiving notification from Commanding Officer, Marine Safety Center that review is complete and the application is acceptable, dispatch the vessel to a United States port;

(2) Notify the Officer in Charge, Marine Inspection, for the port where the vessel is to be inspected at least seven days before the vessel arrives and arrange the exact time and other details of the examination. This notification is in addition to any other pre-arrival notice to the Coast Guard required by other regulations and must include:

(i) The name of the vessel's first U.S. port of call;

(ii) The date the vessel is scheduled to arrive;

(iii) The name and telephone number of the owner's local agent; and

(iv) The names of all cargoes listed in Table 4 of this part that are on board the vessel;

(3) Make sure that the following items are available on board the vessel for the use of the Marine Inspector before beginning the examination required by § 154.150:

(i) A general arrangement (including the location of firefighting, safety, and lifesaving gear); and

(ii) The cargo manual required by § 154.1810.

(c) If the vessel was accepted for U.S. service on the basis of Coast Guard plan review under § 154.5(b), the vessel owner must notify Commanding Officer, Marine Safety Center fourteen days prior to the vessel's arrival at a U.S. port. This notification must include:

(1) The name of the vessel's first U.S. port of call;

(2) The date the vessel is scheduled to arrive;

(3) The name and telephone number of the owner's local agent; and

(4) The names of all cargoes listed in Table 4 of this part that are on board the vessel.

[CGD 81–052, 50 FR 8734, Mar. 5, 1985; 50 FR 15895, Apr. 23, 1985; CGD 77–069, 52 FR 31630, Aug. 21, 1987; CGD 95–072, 60 FR 50466, Sept. 29, 1995; 60 FR 54106, Oct. 19, 1995]

Subpart C—Design, Construction and Equipment

HULL STRUCTURE

§ 154.170 Outer hull steel plating.

(a) Except as required in paragraph (b) of this section, the outer hull steel plating, including the shell and deck plating must meet the material standards of the American Bureau of Shipping published in ''Rules for Building and Classing Steel Vessels'' 1981.

(b) Along the length of the cargo area, grades of steel must be as follows: